

Montana and the Sky



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MONTANA AERONAUTICS DIVISION

December 1982

AIRPORT LOANS APPROVED

The Montana Aeronautics Board has recently recommended approval of requests from numerous Montana airports for airport development loans, preliminary engineering grants and various safety-related airport equipment. Those approved include:

A \$40,000 airport development loan and \$1,000 preliminary engineering grant to accomplish crack sealing and seal coating of the PHILIPSBURG Airport.

A \$40,000 loan to seal coat the TOWNSEND Airport.

A \$1,000 engineering grant to the Gallatin Airport Authority to assist in preparation of plans and specifications for a new CFR building on the GALLATIN FIELD.

A \$10,000 loan to the City of Laurel to assist in airport drainage improvements and installation of medium intensity runway lights on the LAUREL Airport.

A \$40,000 loan and \$1,000 preliminary engineering grant for use in construction of a new runway, taxiway and parking apron at the THOMPSON FALLS Airport.

A \$1,000 preliminary engineering grant to assist in preparation of plans and specifications for seal coating the BIG SANDY Airport.

A \$40,000 loan and \$1,000 grant for use on the HAMILTON Airport. Work proposed includes completion of the parallel taxiway apron expansion and T-hangar access taxiways.

A \$40,000 loan and \$1,000 engineering grant for improvements on the POPLAR Airport. Work will

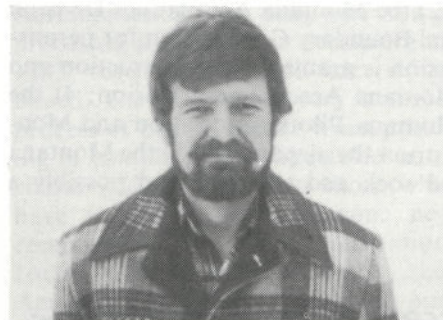
include resurfacing of the runway, taxiway and apron, installation of medium-intensity runway lights and VASI in addition to miscellaneous drainage improvements.

Blaine County has requested three runway light controllers to be installed on the airports at HARLEM, TURNER, and HOGELAND. These will be made available through our 50-50 program with the communities supplying one-half of the cost of the hardware installed.

A new unicom station will be installed to serve the DILLON Airport again on a 50-50 cost sharing basis.

A runway light radio controller has been approved for installation on the EUREKA Airport under the same terms as those in Blaine County.

Of the above loans and grants, those at Bozeman, Laurel, Thompson Falls, Hamilton, and Poplar will be used in conjunction with Federal Airport Improvement Program monies. The others will be using state and local monies only.



Keith Gjestson, winner of GAMA \$2,000 flight scholarship.

Helenan Wins GAMA Sweepstakes

Last month Keith Gjestson of Helena "just got lucky" and won GAMA's "Learn-to-Fly Sweepstakes" to the tune of \$2,000. His name was drawn from 89,095 entries.

The drawing was part of the General Aviation Manufacturers Association's \$100,000 CONTACT! Scholarship Sweepstakes. The names of fifty people nationwide were drawn and each will receive \$2,000 in basic or advanced flight training depending on previous flight experience.

The Sweepstakes was part of an 18-month effort by GAMA to support the flight training industry. Over 1,500 flight schools participated in the program by displaying advertising and sweepstakes entry blanks. These schools were also listed on GAMA's toll-free telephone number and computerized referral service. Some 40,000 calls and letters from learn-to-fly prospects were referred to flight training programs by the GAMA CONTACT! effort.

CONTACT! was a multi-year program to promote the business and personal transportation advantages of a pilot license. The General Aviation Manufacturers Association represents 35 manufacturers of general aviation aircraft, engines, electronics and related equipment.

Keith is a pilot for Capital Aero in Helena and plans to use his scholarship in working toward an ATP rating.

Administrator's Column

I stated in the November issue of *Montana and the Sky* that I would keep you up to date on the controversy we were having with the FAA and the BPA over the hazardous high power line towers being erected on top of Boulder Pass. I am not pleased to report that it appears we may have lost round one. The BPA was successful in having our injunction removed from the district court at Boulder into federal court where it has subsequently been dismissed. The BPA has gone ahead and continued with the tower construction on top of Boulder Pass. Naturally we had no choice but to shut the power off to our airway beacon on top of the pass. To leave this airway beacon on would certainly lure the unsuspecting pilot into the power lines or towers. The towers are 170 feet high and our beacon is 50 feet high. During the injunction the FAA did some reevaluation as to our charge that the tower and power lines would constitute a blatant violation of flight safety, and they have now amended the marking recommendations requiring that strobes be placed on **two** of the towers in addition to merely having orange spheres (balls) hung on the cable—but there are **three** towers. At the present time, we are reviewing the matter and will soon be making a decision on whether or not to make another attempt by filing a suit in federal court. The alternatives as we see them would not totally eliminate the hazards but merely reduce them to a level which may be recognized as a minimum level of flight safety. Alternatives are: 1) appropriate strobe on applicable towers; 2) installation of marker spheres (balls) on the cables; 3) removal of our airway beacon tower and return it to Helena; and 4) restoration of the beacon site land to its original state as stipulated in our lease with the landowner.

* * * *

I, along with Aeronautics Board Chairman Sammons and Vern Moody, our airport engineer, attended a meeting at Del Bonita on November 18, 1982. Del Bonita is a U.S.-Canadian border crossing located about 35 miles northwest of Cut Bank. The purpose of the meeting was to discuss construction of an airstrip on the international boundary line east of the two customs ports. In addition to Herb Sammons, Vern Moody and I, interested persons attending the meeting were: International Boundary Commissioner Frank Whetstone; D. W. Myhra, district director of U.S. Customs; Dave Theodore, manager, Southern Alberta Operations, Customs; Guy Willson, past president, Montana Flying Farmers; Craig Miller, president Lethbridge Flying Club; Gordon Lind, president Alberta Flying Farmers; Wayne Wilderman, past president Alberta Flying Farmers; Richard Kullburg, Montana Pilots Association; Bill Minor, Alberta Flying Farmer; Don Althen, Alberta Flying Farmer; and Vernon Andrews. Many issues were discussed and the proposed airstrip site was inspected. In general the concept was agreed upon and we will present the proposal to the Montana Aeronautics Board at their December meeting for their review and recommendations. In general it is felt that: 1) a public need does exist for a customs clearing airstrip at this location; 2) the Montana Aeronautics Division will formalize a request to the International Boundary Commission for permission to construct the airstrip; 3) if permission is granted, the construction and maintenance will be supervised by the Montana Aeronautics Division; 4) the Alberta and Montana Flying Farmers, Montana Pilots Association and Montana Aeronautics Division will jointly construct the airport; and 5) the Montana Aeronautics Division will provide a wind sock and standard and possibly a unicom radio in the U.S. Customs port.



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DEPARTMENT OF COMMERCE
Ted Schwinden, Governor
Gary Buchanan, Director

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AERONAUTICS DIVISION
Phone 449-2506
Box 5178
Helena, Montana 59604
Michael D. Ferguson
Administrator

AERONAUTICS BOARD
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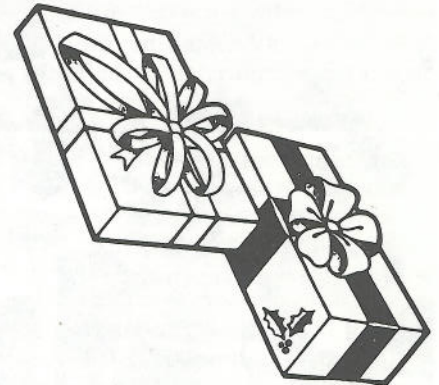
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MAAA Meeting Scheduled

The next meeting of the Montana Antique Airplane Association will be held in Great Falls at the Sheraton Inn on January 8, 1983. The meeting will begin with cocktails in the Bootlegger Trail Lounge at 5:00 p.m. followed by dinner (at a cost of \$9.50 per person) at 6:00 p.m. and the MAAA meeting at 7:00. Patti Thompson is in charge of arrangements and can be contacted in Great Falls at 452-8800.

MAAA meeting dates for 1983 will be listed in the calendar in this and succeeding issues of Montana and the Sky.



Card of Thanks

On behalf of Jack's family, I would like to express our deepest appreciation to the many people in aviation who sent cards, flowers, memorials and extended personal condolences and help at the time of Jack's tragic accident. He was so dedicated to aviation and loved his fellow pilots so dearly — it is a tribute to know that love and respect was returned. We don't know all of you personally, but your caring is a comfort in this loss we share. God bless all of you.

Ruth Van De Riet



The snowy November 18 meeting at Del Bonita included (from left): Guy Willson, Montana Flying Farmers; Vern Moody, Montana Aeronautics Division; Don Althen, Alberta Flying Farmers; Dave Theodore, Manager, Southern Alberta Operations, Customs; Frank Whetstone, International Boundary Commissioner; Craig Miller, president Lethbridge Flying Club; Herb Sammons, chairman Montana Aeronautics Board; Gordon Lind, president Alberta Flying Farmers; Bill Minor, Alberta Flying Farmers; Richard Kullburg, Montana Pilots Association; Wayne Wilderman, past president Alberta Flying Farmers; Vernon Andrews; Mike Ferguson, administrator Montana Aeronautics Division; and D. W. Myhra, district director U.S. Customs. (Photo by Kelly DeZort, Cut Bank Pioneer Press)



PILOT REGISTRATIONS DUE

Pilot registration forms for 1983 have been mailed and many have been completed and returned to the Aeronautics office. They are being processed as rapidly as possible and 1983 registration cards are being issued. The airport directory is in the process of being revised. When printing is complete, new directories and charts will be mailed to those who have requested them. Anyone not receiving a 1983 pilot registration form may call or write the Aeronautics Division office and one will be sent.



International Boundary Commissioner Frank Whetstone and Bill Minor, Alberta, check out a boundary monument at Del Bonita.

Aerospace Workshop Directors Meet

A meeting of the Aerospace Education Workshop directors was held in Helena at the Aeronautics Division office on Saturday, December 4. The purpose of the meeting was to plan the 1983 aerospace workshops which will be held at colleges around the state. Workshop directors include: Robert Conklin, Butte - Montana Tech; Dorothy Curtis, Billings - Eastern Montana College; Stan Easton, Bozeman - Montana State University; JoAnn Eisenzimer, Great Falls - Eastern Montana College; Pat Johnson, Helena - Carroll College; Ron Kologi, Havre - Northern Mon-

tana College; Russ Larson, Kalispell - University of Montana; Kristy Bick, Glendive - Eastern Montana College.

Aerospace Education Workshops provide participants with ideas for ways to bring aviation/aerospace activities into the classroom. Information gathered in the workshops can be used to enhance lessons in English, math, science, social studies, and more at both elementary and secondary levels.

Pictured below are students in Bev Fox's ninth grade English class at Capital High School in Helena at the culmination of a project.



TV Course Offered

The Montana Aeronautics Division is co-sponsoring a 15-week pilot ground school/pilot refresher course which will be offered over public television station KUED from Salt Lake City beginning January 15. The program will be aired from 7 to 8 on Saturday mornings. The first 15-week session will be followed by two others.

The program is being presented as a means of fostering and promoting interest in general aviation and, in addition to the Montana Aeronautics Division, is being co-sponsored by the Utah Aeronautics Division, Utah Pilots Association, FAA, Utah FBO's and others.

Details will be sent in individual mailings to Montana pilots, FBO's and schools in the near future.

CALENDAR

Jan. 8 - 9, 1983, MAAA Meeting, Sheraton Inn, Great Falls.

Jan. 26 - 29, 1983, MATA Convention, Heritage Inn, Great Falls.

Feb. 8 - 10, 1983, Aircraft Mechanics Refresher Seminar, Helena.

Feb. 22 - 25, 1983, International Aviation Law Seminar, St. Lucia.

Feb. 25 - 27, 1983, Winter Survival Course, Helena/Lincoln.

March 12 - 13, 1983, MAAA Meeting, Bozeman.

March 12 - 14, 1983, Flight Instructor Refresher Clinic, Billings (AOPA - 3 days - Sat., Sun., Mon.).

For future reference:

June 3 - 5, 1983, MPA Convention, Bozeman.

June 19 - 24, 1983, Flying Physicians Association - Jackson Lake Lodge, Grand Tetons.

July 15 - 17 1983, Schafer Meadows Fly-In.

July 22 - 24, 1983, Antique Fly-In.

Sept. 23 - 25, 1983, Mountain Search Pilot Clinic, Kalispell.

Oct. 1, 1983, Jackpot Air Race.

Oct. 7 - 8, 1983, Flying Farmers Convention, Ramada Inn, Billings.

Alcohol and Airplanes - A Bad Combination

The National Transportation Safety Board released a general aviation accident report that it said illustrates how drunken fliers are a problem involving not only the alcoholic but the social drinker and even the occasional drinker.

The accident involved a pilot who was never known to fly soon after drinking, and who few knew drank at all. Yet he rode to the airport with drink in hand, took off from a taxiway instead of a runway, and turned in the opposite direction from his home field. He crashed and was killed.

The Safety Board determined that the crash had been caused by the pilot misjudging altitude and by "alcoholic impairment of efficiency and judgment." The pilot's blood alcohol level was found to be 0.178 percent. At 0.10 percent a motor vehicle driver is legally intoxicated in most states.

"It is not all unusual for our investigators to find friends and

relatives of pilots who have been flying while under the influence totally unable to account for such behavior," the Safety Board said. "In this case, it apparently was out of character for the pilot not only to have flown immediately after drinking, but to have been intoxicated at all.

"Whatever, the reason for such atypical behavior, the result is quite predictable. In the last five years for which such statistics are available, 87 percent of the general aviation accidents in which alcoholic impairment was cited were fatal. And that grim percentage varied, from year to year, by no more than 5 percent.

"Thus we can expect - barring major change in pilot behavior - that nearly 9 out of 10 pilots who have accidents while intoxicated will kill themselves and, tragically, others."

—National Transportation Safety Board Digest



Can you identify this aircraft?

USE IT OR LOSE IT

Do you like airports available with instrument approaches? Great! Don't cancel your IFR flight plan out before landing, or at least wait until you get beyond the initial approach fix. Even when you probably could cancel out, it's recommended that you don't. Your instrument approach is extremely vital in keeping the instrument approach system alive and well. The FAA counts only those approaches which fall under the following criteria:

a. An instrument approach is an approach made to an airport by an aircraft on an IFR flight plan when the visibility is less than three miles or the ceiling is at or below the initial approach altitude.

b. Where no weather reporting service is available at non-tower satellite airports the following criteria, in descending order, shall be used to determine valid instrument approaches:

- 1) Pilot report.
- 2) If flight has not canceled its IFR flight plan prior to reaching the initial approach fix.
- 3) Official weather, as reported for any airport located within 30 miles of the airport to which the approach is made.

Any time less than 15 approaches are made at an airport it becomes eligible for evaluation and possible recision of facilities. One might be in your own home town or nearby. Don't cancel out too soon.

—FAA Flight Instructor Bulletin



The first airport control tower was built in 1930 in Cleveland, Ohio.

—Business Aviation

FUEL DECAL

AVAILABLE

A new system of color-coded decals for placement adjacent to aircraft fuel filler ports has been developed to help reduce misfueling of piston-powered aircraft with jet fuel, according to a news release recently received from the General Aviation Manufacturers Association.

The decal project was spawned by several tragic accidents resulting from the wrong type of fuel being loaded into aircraft.

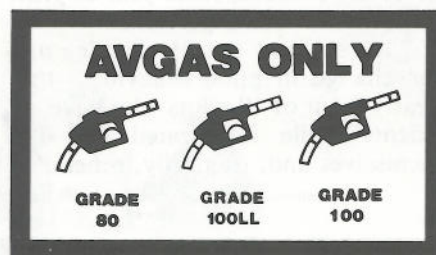
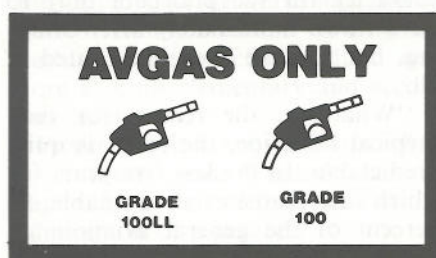
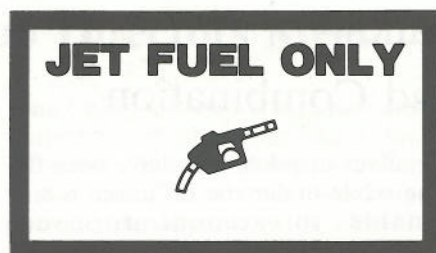
The president of GAMA, Edward W. Stimpson, announced the program and noted that it had been the result of a joint effort by aviation officials, fuel companies and aviation associations.

The decals are designed for placement next to aircraft fuel caps. A new FAA advisory circular describes decal use in relation to other required fuel markings on U.S. certificated aircraft.

International-standard color coding on the decals differentiates use of aviation gasoline (red border) and jet fuel (black border) with the legend "AVGAS ONLY" or "JET FUEL ONLY" in large type on the decals. Additional color coding and legends identify which avgas grades (80 - red; 100 - green; 100 Low Lead - blue) are acceptable for a particular piston aircraft. The fuel decals will be standard on most new production aircraft in the future.

Currently, decals are available directly from GAMA at a price of 75 cents per decal to cover the cost of handling. Send check or money order (no cash) to GAMA Fuel Decal, 1025 Connecticut Ave., N.W., Suite 517, Washington, D.C. 20036. Specify type of decal (Jet fuel only, avgas 100 and 100 Low Lead or avgas 80, 100 or 100 Low Lead) and the number of decals desired. Allow four weeks for delivery.

GAMA is also accepting inquiries concerning quantity orders at bulk rates.



According to the National Transportation Safety Board, wire strikes cause one in every twenty general aviation accidents. Approximately one in every five wire strikes is fatal. Night approaches are particularly hazardous because of undershoots, overshoots and low flying.

FAA-NWS Test Aviation Broadcast Service

The Federal Aviation Administration and the National Weather Service are conducting a six-weeks test in the Washington-Baltimore area to provide aviation weather forecasts, in addition to the general weather information currently available, over weather band frequencies which can be heard on "weather radios" and commercial broadcast receivers which have the weather band frequencies as an added feature.

The test is aimed principally at general aviation pilots and is designed to determine whether this additional source of aviation weather information is useful to the pilots prior to takeoff. This same taped information is normally available on different frequencies from FAA Flight Service Stations on airplane cockpit radios.

During the test the information is being broadcast by a radio service provided by the National Oceanic and Atmospheric Administration (NOAA), the parent agency of the National Weather Service (NWS). The taped broadcasts include forecasts on cloud height and ceiling, visibility, and such weather conditions as thunderstorms, hail, rain and snow.

NOAA's Weather Radio (NWR) is a nationwide system which broadcasts local weather information 24 hours a day directly to the user. About 90 percent of the nation's population is within monitoring range of the 360 transmitters in the NWR system.

The NOAA frequencies are not found on the average home radio now in use. However, a number of radio manufacturers offer special weather radios that operate on these frequencies. Also, there are now many radios on the market which offer the so-called "weather band" as an added feature.



Merry Christmas



Aeronautics
Division

CONGRATULATIONS!

FAA Certificates Issued Recently to Pilots

PRIVATE

Everet McKenzie ... Thompson Falls
Leonard Wicks ... Missoula
Robert Keller ... Kalispell
William Jasper ... Bigfork
Dan Severson ... Stevensville
Robert Wallace ... Great Falls
Valary Szudera ... Helena
Rory Fagenstrom ... Great Falls
William Newhouse ... Miles City
Thomas Schumacher ... Malta
Dion Ligon ... Lambert

Ronald Bouchard ... Lambert
Carl Nelson ... Sidney
Jerry Waltari ... Havre
Bailey Egan ... Forsyth

COMMERCIAL

Mark Nelson ... Kalispell
Bradford Johnson ... Plentywood
William Patenaude ... Red Lodge
Taun Deverill ... Billings

INSTRUMENT

Alan Brutger ... Bozeman
Mark Fremont ... Wilsall
Taun Deverill ... Billings

ATP

Ralph Turner, Jr. ... Kalispell

MULTI-ENGINE

Richard Grover ... Missoula
Larry Baier ... Kalispell

WINGS

Phase I:

Don Poulson ... Billings

Phase II:

Herbert Wilson ... Billings



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MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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